

## FORTY THOUSAND ATTEND SERVICE

World Gathering of Christian Scientists at Dedication of Its Temple

## BOSTON STREETS FILLED BY CROWDS

Message from Mrs. Eddy Received and Answered—People Up by Sunrise Waiting for Doors of the Church to Open.

(Special to The Times-Dispatch.)  
BOSTON, Mass., June 10.—The dedication of the extension of the First Church of Christ, Scientist, in this city today was one of the greatest religious demonstrations ever witnessed in New England. Forty thousand Christian Scientists, who had made the journey from all parts of the world to be present at the communion service, were gathered in the church, and the streets of the city were filled with the throngs of the faithful. The service was held in the presence of the most distinguished guests of the city, and the church was filled to its utmost capacity. The service was held in the presence of the most distinguished guests of the city, and the church was filled to its utmost capacity.

Streets Thronged.  
Hours before 7:30 A. M., the time of the first service, thousands thronged the streets, waiting for the doors to open, and when, a half hour before the service, the superb new chimes pealed forth a number of familiar Christian Science hymns, the great crowd hurried in unison, while the music of the organ and the eloquent message of what the day meant to the believers in this faith.

It was the same throughout the entire day, the streets surrounding the church being crowded until the completion of the last service, at which time the church was filled to its utmost capacity. The service was held in the presence of the most distinguished guests of the city, and the church was filled to its utmost capacity.

Remarkable Structure.  
The new building is one of the remarkable church structures of the world. Its massive dome rises to a height of 224 feet, and is visible from every quarter of the city. The building is a masterpiece of the Italian Renaissance style of architecture, and is a masterpiece of the builder's art.

The visiting members who have come to take part in the dedication have overflowed the hotel and boarding houses, and hundreds of homes within a radius of a dozen miles of the church have been offered for the entertainment of the visitors. Those in attendance are from all parts of the world, including China, Japan, Australia, Philippine Islands, Hawaii, Great Britain and Ireland, France, Germany, Austria, Switzerland and Italy, as well as from many cities in Canada and Mexico.

Among those present from Richmond are Miss Dora Cook, Miss Mattie P. Williams, Mrs. H. C. Langhorn, John Bernard, Mrs. Alice Bernard, Mrs. B. A. Dyer, Nathan B. Dahl, L. D. Johnson and Mrs. Frank Phillips.

AUTO UPSETS,  
INJURING 34

Party of Christian Scientists in Boston Have Narrow Escape from Death.

(By Associated Press.)  
BOSTON, June 10.—Thirty-four Christian Scientists were injured through the overturning of a large eight-seater automobile in the Brighton district today. Every person on the car received injuries, more or less serious. The most seriously injured were:

Miss W. Childs, Boston, arm fractured.  
Mrs. F. F. Fleck, fractured collar-bone.  
Miss Lydia Devor, Boston, seriously injured.

John Blenfang, Kansas City, compound fracture of right elbow and right leg.

Before the party were descending Commonwealth Hill. Suddenly the brake broke and the machine ran away down the steep grade. Near the bottom of the hill the car jumped to the side of the street and tore through a fence into the grounds of the Kenilworth Golf Club, where it overturned.

BENSON TO ACCEPT SENATE SEAT DECLINED BY COBURN

(By Associated Press.)  
OTTAWA, KAN., June 10.—Alfred W. Benson, of Ottawa, who was yesterday offered the appointment of United States Senator, to succeed Joseph H. Burton, today said he would accept the position. He will officially inform Governor Hoch to-morrow of his acceptance. Benson expects to start for Washington this week. Judge Benson said that he would stand for re-election next winter. The term he will fill expires March 3rd next.

Storm in South.  
WASHINGTON, June 10.—The Southern storm was central to-night off the western coast of Florida, and some high winds have been reported from Southern Florida points.

Storm warnings are displayed on the Atlantic coast and Gulf coast from Jacksonville to Mobile.

## MR. EDISON FINDS COBALT IN SOUTH

Proposes to Revolutionize the Automobile Industry.

## THE HORSE WILL BE THING OF THE PAST

The Most Valuable Beds of the Mineral Yet Discovered Are Located in North Carolina. Investigation to be Still Further Conducted.

(Special to The Times-Dispatch.)  
ASHEVILLE, N. C., June 10.—"If cobalt is as thick and as rich in North Carolina as I believe, I will reduce the weight of storage batteries in automobiles fifty per cent, and the cost of traffic in cities fifty-five per cent."

Mr. Thomas A. Edison, the wizard of electrical inventions, arrived in the city yesterday afternoon, after touring western North Carolina in search of cobalt beds, and is thoroughly convinced that he has located enough of the mineral to startle the electrical world. He says that he knew that the valuable ore existed in these mountains, but he did not expect to find it in such large quantities or so rich in quality.

Trip Successful.  
"I knew that my North Carolina trip would be successful, and although I am satisfied now, I was fully confident that I would not be disappointed in finding cobalt. There is a streak of it running from a point just east of Nashville, Tenn., into this State, and I must add that some of the richest beds I have seen are located in North Carolina. There is a large quantity of it, and my discovery means a revolution in the electrical world. I can reduce the cost of city traffic fully fifty-five per cent, and cut the weight of the storage batteries half in two. It can be seen very readily that more automobiles and electric vehicles will be built, because the cost will be placed within the reach of many people who cannot afford to own them now."

"I have found cobalt in Lincoln, Gaston, Shelby and Jackson counties. In Jackson county there is a large quantity of it, while the beds are valuable in the other counties. I made assays of the mineral in many places, and I found that cobalt is just what I was looking for, and I am satisfied now that I will be able to use the cobalt found in this State."

Make Cheaper Machines.  
"The electric vehicles have been under a heavy handicap because of the heavy storage batteries we were forced to put in them, and also on account of their high value. Under the present plans electric autos cannot be made without a large outlay of money, and that has kept the people, the majority of the people, I mean, from using them. An automobile is considered a luxury, even by our richest citizens."

"When I can equip an automobile propelled by the cobalt system the weight will be cut in half, thereby giving the new machine an enviable advantage over the ones now in use, and when the price is reduced so as to place them within the reach of everybody, it means that the horse is a thing of the past. The crowded streets of the cities will be cleared, and that will mean a great thing in some of our largest towns."

"I have left a force of men in the four counties in this State where I found the mineral, and they will make thorough investigations as to the quantity to be found. They will report to me, and I may possibly return here later in the summer, and further investigate the discovery. I am fully confident that what I have found here will enable me to start out on the work of new vehicles propelled by cobalt batteries."

"Most of the cobalt now known to the scientists of the world is found in France and Australia, and American industries are hampered because of the distance it is from the manufacturing centers. Then, too, it is not of so rich values as I want to find. I have considered the matter for a long time, and I was content that I must exist in the United States, and I have been at work to discover it for several months. I have

(Continued on Second Page.)

KILLED MAN WHO  
HAD ATTACKED HER

Negro, Who Will Die, Has Confessed Crime, Implicating a Companion.

(Special to The Times-Dispatch.)  
CHARLOTTE, N. C., June 10.—With rare presence of mind, Miss Pearl Jones, night telephone operator at Selma, N. C., last night shot and fatally wounded Bud Anderson, a negro, who, by his own confession, had premeditated criminal assault upon her. Miss Jones heard noises in the rear of her office and went to investigate. The negro attacked her, and she shot five times, several bullets taking effect. The negro, who will die, has made a confession, implicating a companion. The latter has been jailed. In his confession, the negro admits the purpose of his attack and says that this is his third attempt to assault the girl.

Mexico Investigating.

(By Associated Press.)  
MEXICO CITY, June 10.—Governor Land, of the Federal district, Dr. Lyden, president of the Superior Board of Health, and other officials have been inspecting the methods of slaughtering of animals for the supply of the city markets. They will, as the result of their personal inspection, institute much-needed reforms.

PRIME MINISTER DIES  
ABOARD SHIP FOR HOME

Richard John Seddon, of New Zealand, Stricken Down by Heart Disease.

(By Associated Press.)  
SYDNEY, N. S. W., June 10.—Richard John Seddon, Prime Minister of New Zealand, died from heart failure this evening aboard the steamer Owenkey Grange, on which he had embarked this morning to return to New Zealand. The steamer put back into Sydney. Mr. Seddon was 51 years old. He came here to consult Alfred Deakin, the Prime Minister of Australia, on important questions, mainly concerning the New Hebrides.

LEE CHRISTIAN, LEADER  
OF REVOLUTIONS, KILLED

(By Associated Press.)  
NEW ORLEANS, June 10.—The story of the killing of Lee Christian, the Alton railroad engineer and leader of several Honduras revolutions, has reached here by mail from Porto Cortes, Honduras. He was shot recently during a street fight at that place by an antagonist, who was avenging a friend with whom Christian had a revolver battle years ago. Christian went to Honduras from Memphis, Tenn., and was made chief of police of Tegucigalpa and a general in the Honduras army.

## MEN WHO WILL REORGANIZE UNITED STATES CONSULAR SERVICE



Reading from left to right: Edward M. Ozmun, consul at Stuttgart; Robert N. Chilton, consul at Toronto; George M. Murphy, consul-general at large; Frank H. Mason (chairman), consul-general at Paris; Wilbur J. Carr, chief of the Consular Bureau.

(Special to The Times-Dispatch.)  
WASHINGTON, D. C., June 10.—Secretary Root, in appointing a commission to make suggestions for reform in the consular service of the United States, selected for the purpose members of the service who were either in this country or could be spared from their posts without loss to the department at the time. He expressed himself as feeling that he had been very fortunate in obtaining the services of Consul General

Frank P. Mason, stationed at Paris; Consul General Charles M. Dickinson, at Constantinople; Consul Edward S. Chilton, at Toronto; Consul Edward S. Ozmun, at Stuttgart; and George H. Murphy, Consul at St. Catherine's. In his circular letter of instructions the Secretary urged the commission, besides reporting for efficient officers and the desirability of insisting upon change of location.

Revision of the fee system. Methods of educating consuls, particularly in processes of American manufactures and marketing the same.

The letter asks the commission to especially make recommendations along these lines:

Relations between members of the consular and diplomatic services. Promotion for efficient officers and the desirability of insisting upon change of location.

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## SHIP'S CREW BATTERED AND CAPTAIN LOCKED IN CABIN

Officer Says Men Tried to Murder Him, But Men Declare Captain Ran Amuck and Had to Be Arrested.

(By Associated Press.)  
SAVANNAH, GA., June 10.—The fishing smack Gracie put in today with Captain T. H. Mimms locked in the cabin and most of the crew bearing marks of battle. The crew had the captain arrested, declaring he was crazy and attacked them, whereupon they shut him in the cabin. The captain declared he had taken refuge there after having been attacked by the crew, who sought to murder him.

The Gracie sailed from Charleston three weeks ago. The captain says the crew made their attack upon him May 29th, and that he had remained in the cabin ever since. The trouble aboard the vessel will be investigated before the United States commissioner to-morrow.

ROYAL RECEPTION  
FOR LONGWORTHS

Couple Reach London and Get Enthusiastic Greeting from Americans.

PLANS FOR ENTERTAINMENT

Will Probably Dine With King at Ascot House—Voyage Very Pleasant.

(By Associated Press.)  
LONDON, June 10.—After a voyage which both declared to be the most pleasant in their experience, Mr. and Mrs. Nicholas Longworth reached London early this afternoon, having journeyed in a beautifully appointed royal carriage attached to the American Line special on the London and Southwestern Railway, from Southampton, where they debarked from the American Line steamer St. Louis.

The weather was ideal, and the country traversed by the train on the short trip to London was looking its best; so that their first impression of England, where they will spend the opening fortnight of their European outing, was most favorable. Only a short stop was made in Southampton. The Mayor of Southampton and the American consul here, Mr. Swalm, were the first to greet the travelers on British soil.

On arriving in London Mr. and Mrs. Longworth were met by Ambassador Reid and the members of the embassy staff, Mrs. and Miss Reid; Mrs. and Miss Carter, wife and daughter of the secretary of the American embassy; and Mrs. and Miss Longworth, but it is expected they will dine with him at Ascot Heath during Acot week. Queen Alexandra, being still in mourning for her father, is not accepting any but court engagements, and therefore will not accompany King Edward to the dinner at Dorchester House Tuesday evening.

Throughout the Longworths' Atlantic voyage the weather was splendid, the delay to the St. Louis being caused by bad coal and a slight fog.

Will Dine With King.

This afternoon was spent in resting. In the evening there was a family dinner which was attended by the members of the embassy staff. To-morrow Mr. and Mrs. Longworth will be given an opportunity to see London, no engagements having been made for the day. In the evening they may visit the Alhambra with Mr. and Mrs. Reid for the first introduction of the new ballet, "L'Amour," the music for which was written by Mrs. Thy Rithiele, an American.

It has not yet been announced whether King Edward will entertain Mr. and Mrs. Longworth, but it is expected they will dine with him at Ascot Heath during Acot week. Queen Alexandra, being still in mourning for her father, is not accepting any but court engagements, and therefore will not accompany King Edward to the dinner at Dorchester House Tuesday evening.

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## SHIP STRANDED; CAPTAIN STAYS

Crew of Steamer, Fast on Rocks, Seek Refuge on Small Island.

(By Associated Press.)  
YARMOUTH, N. S., June 10.—The steamer Etolia, of the Elder-Dempster line, which left St. John's yesterday afternoon for Barrow via Sydney, C. B., stranded on a dangerous ledge near Cape Sable during a thick fog early today, and it is thought to be badly damaged. The reports which have been received here from the Marconi wireless station at Cape Sable and from Clarks Harbor, the nearest wireless station to the scene, which is forty miles southeast of this city, indicate that no person was lost. Tugs have been sent from St. John's and Yarmouth to assist the vessel.

So far as can be learned here, the Etolia carried no passengers. She left St. John harbor with a large cargo of lumber, and it is stated that she experienced some difficulty with her deck-load before she sailed. After all the cargo had been placed on board the ship had a distinct list, and a survey by the port wardens resulted in an order to remove part of the deck load. After the changes had been made, the Etolia sailed late yesterday on her voyage across the ocean.

The weather has been thick off the coast for several days, and it is thought that Captain Jones, the commander of the vessel, must have missed his bearings.

Captain Stays on Ship.

Later, the high-house keeper of Cape Sable, in a dispatch to the marine department of the Canadian government, said that the steamer went on the rocks some time before daylight. A heavy sea was running at the time, and the Etolia pounded hard. When the steamer struck Captain Jones ordered full speed astern, but without effect.

All day the crew stood by the stranded ship, but to-night her condition became bad, and that is why the marine department ordered the Etolia to be abandoned. The crew launched the boats and succeeded in landing the small island near the high-house. Captain Jones, however, refused to leave the ship. He arranged to signal to the men on shore should the situation become such that it would be hazardous for him to remain on board.

The Etolia was built at Belfast, Ireland, in 1897, of steel and iron, and registers 2,113 tons net. She is 335 feet in length, 40 in breadth and 28 feet deep. In her cargo are 1,000 barrels of coal, and she is owned by George McKean, of St. John, valued at \$31,000.

(Continued on Second Page.)

USED A STICK TO  
PULL THE TRIGGER

Young Man Shoots Out Portion of Brain and Still Lives.

(By Associated Press.)  
KEYSVILLE, VA., June 10.—This morning at 7 o'clock, at his home near here, Mr. Halsey Crawford attempted to commit suicide by placing a stick against his chin and using a stick against the trigger. He blew off his chin, tongue and one side of his face and brain, leaving only one eye. He is twenty-one years old and a son of Mr. P. Crawford, deceased. His step-mother, Mrs. Crawford, and Mr. Blaglow were in the house at the time. He is still alive, but there is no hope of his recovery.

Three Men Drowned.

(By Associated Press.)  
NEW YORK, June 10.—Three Brooklyn men were drowned in New York Bay today, when the yacht Lottie, with a fishing party of eleven men on board, was capsized during a sudden storm.

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YEGGMEN AT WORK  
AT HARRISONBURG

(Special to The Times-Dispatch.)  
HARRISONBURG, VA., July 10.—The postoffice at New Market, eighteen miles north of Harrisonburg, was robbed at early hour this morning by a gang of "yeggmen." The safe was blown open with nitro-glycerine, and the office furniture wrecked as well as the safe door. A piece of the safe door was blown through the partition into Fred's hardware store. The burglars secured only a small sum of money and a quantity of stamps. It is believed to have been only three men in the gang. One was left on the street corner, and the other two got away.

The police organized a posse and started for the mountains in pursuit of the robbers, who also took the postoffice books and records and two mail pouches. The men were not found. A general alarm has been sent out to the Valley police.

## CASSATT REPLIES, DENYING STORIES

No Interest in Companies With Which His Name Was Linked.

## NEVER RECEIVED GIFTS OF STOCK

Answers of President of Pennsylvania to Questions of Special Investigating Committee Made Public—Gives an Account of Holdings.

(By Associated Press.)  
PHILADELPHIA, June 10.—The special investigating committee appointed by the board of directors of the Pennsylvania Railroad Company, and acting for all the lines of the Pennsylvania system, tonight made public the answers of President Cassatt to the questions propounded by the committee in one of its circulars sent to all officers and thousands of employees of the various lines. Mr. Cassatt takes up the questions serially, and in reply to the first query as to whether he has any interest in any coal company or other enterprise located on the company's lines since January 1, 1900, says:

"I do not at present own any stock in any coal company whose mines are located on the Pennsylvania system, or over the lines of the Pennsylvania Railroad system."

"Until the 31st of December last I owned 100 of the 4,000 shares of the Millwood Coal and Coke Company (par \$50), a stock which I subscribed for when the company was formed, about the year 1872, and paid for at the subscription price, which, to the best of my recollection, was par. There was no market for this stock, as it only paid dividends at irregular intervals, but last fall an offer was made for all the stock by the owners of the adjoining land, and my stock was sold with the rest."

Stock He Holds.

"I own 333 of the 35,000 shares of the common stock of the Union Switch and Signal Company (par \$50), which I purchased about 1884, at the then market price, which, as nearly as I can recollect, was \$25 per share."

"I own 45 of the 2,500 shares of stock of the United States Metallic Repeating Company (par \$100), which I bought about 1886 at the then market price, which I think was about \$50 per share."

"I own 226 of the 15,000 shares of the preferred stock of the Pennsylvania Railroad Company (par \$100). This stock I purchased at various times, my first purchase having been made in October, 1901, some months after the acquisition by the Pennsylvania Company of a majority of the shares of the capital stock of the Pennsylvania Steel Company. My last purchase was made on the ninth of May of this year. The average price paid by me was \$97.000 of the 450,000 shares of stock of the Cambria Steel Company (par \$50), which I purchased at a cost of \$34 per share on the second day of May, 1906. Those shares replacing Company's stock of \$100, which I bought about 1886 at the then market price, which I think was about \$50 per share."

Mr. Cassatt said he had not directly performed any service in connection with the receipt, transportation or delivery of any freight shipped by or consigned to any of the companies mentioned, and had no ownership in any of the companies mentioned, with the exception of the shares of the Pennsylvania Steel Company, which he had acquired a majority of the shares of the Cambria Steel Company, but which I had subsequently sold."

Received No Gifts.

President Cassatt says he has never received any compensation, gift or gratuity of any kind from any shipper on the Pennsylvania company or any of the five companies he mentions in his first answer.

As to whether he is peculiarly interested in any corporation, association or individual doing work for or furnishing materials of supplies to the Pennsylvania system, he says, that the five companies mentioned in his first answer makes sales to the Pennsylvania Railroad Company, and with the exception of these companies, he is not interested or concerned in corporations or individuals referred to in the query. He says he has not performed, and is not performing any service in connection with the work done for, or the purchases or receipt of material or supplies by the Pennsylvania system, except that he has, in accordance with established custom, purchased the steel rails for the entire system. These purchases are reported to the Board of Directors for their approval.

After concluding his answers, President Cassatt makes the following statement to the special committee:

"You will observe that the only coal stock owned by me since becoming president of the Pennsylvania Railroad Company is 100 shares of the Millwood Coal and Coke Company, which stock has been sold; but in view of the fact that I am a holder of shares of the Key-Stone Coal and Coke Company, the Berwind-White Coal Mining Company, and of my being interested in the firm of Cassatt and Company, I think it proper to state that I never owned or had any interest in the stocks of the Keystone Coal and Coke Company or of the Berwind-White Coal Mining Company, nor have I ever had any interest in the firm of Cassatt and Company."

"I never owned any stock of the Berwind-White Coal Mining Company, while an officer of the Pennsylvania Railroad, either during my former connection with the company, which terminated by my resignation of the vice-presidency in the fall of 1892, nor

any stock of the Pennsylvania Steel Company, which I sold to the Pennsylvania Steel Company in 1901, nor any stock of the Cambria Steel Company, which I sold to the Cambria Steel Company in 1906."

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